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if the step thus gained is nullified by Sir Beacom being made archer in the matter. It is possible, as Mr. Sharpe suggested, that the Canton Consul will be feeling that his own opinion on the question is of so decided a character and so diametrically opposed to that of the Hongkong community—refusing to accept a place on the Commission. The report generally entertained for his character will certainly be influential in his adoption of such a course, which must surely commend itself alike to his judgment and feelings. But in any case the protest of the Chamber of Commerce can do no possible harm. If Sir Beacom has already decided to decline the appointment he will be strengthened in his resolve by it, and the Home Authorities will likewise recognize the necessity for making choice of another and a less biased individual in his room.

It is to be feared that the European branch of the Police Force, which has hitherto been brought into a state of great efficiency, is likely to deteriorate again unless some active measures are taken to obtain good recruits. The Superintendent, in his annual report on the state of the Force, himself is evidently of this opinion, for he says that the European branch is now eighteen below its proper strength, and he has grave doubts as to whether the vacancies can be supplied from the resources of the Colony. These doubts are well founded. It is difficult to pick up men out in the Far East at all; it is almost impossible to meet with any who are fitted for the Police service. In 1872 a contingent of forty-five joined from Scotland, and these have turned out good constables, and subsequently twenty more were imported from London. This method of recruiting proved, of course, very expensive, and the Colonial Government does not like incurring so heavy a cost. But what is the alternative? Simply this: to enlist good, characterless adventurers, sailors, thieves, and vagabonds, or discharged soldiers. The latter ought, it might be supposed, to make good constables. But, as a rule, they do not. The life of a constable is a very free one compared with that enjoyed in the army, and the soldier who has behaved well in his regiment while under military discipline is only too apt to succumb to temptation when freed from the strict restraint under which he has been so long. If, therefore, the Colony is to have a good and efficient Police Force, it must recruit from home. By this means only can the present standard be maintained. There is one other suggestion which is worth making. The very officers, when combined with other advantages, such as gratuitous quarters and a cheap mess, is very good and a careful, prudent man can save a nice little sum yearly if so disposed. But it is the promotion that is, after all, the real bait, and as only a certain proportion of the privates can rise during their term of engagement to be sergeants and inspectors, some naturally get tired and decide to leave at its expiry. Five such took passage home on Sunday morning in the steamer *Adriatic*. Nor, it appears only reasonable that at the end of five years an officer should be made to good man of a re-engagement with an increase in salary. This might induce them to remain, and the extra expense thus incurred would surely be less than the cost of bringing out new men. But however that may be, there is no doubt the residents would decidedly prefer paying more for efficient and trustworthy constables, than, for the sake of economy, to allow the preservation of the peace and good order of the Colony to be left to a lot of unreliable men, who enter the service merely at a convenience and know nothing of its duties.

In his annual report the Superintendent of the Police Force draws attention to the increasing number of street hawkers, and the obstruction they cause. The out village hawker, he says, so increased in size that it will be necessary to apply throughout the Colony the law as to the taking out of licenses. Mr. Beacom thinks, moreover, that it would be more convenient if the licensing of hawkers and their coolies were transferred from the Registrar-General to the Police Department. This seems a good, reasonable, and sensible suggestion, since it would undoubtedly bring these troublesome classes more under supervision and control. The Police would, too, be better able to judge of the respectability of the applicants, and deal with them accordingly. The Superintendent also points out that the law should be enlarged so as to deal with marine hawkers, hawkers of goods on board ships, and others carrying on business in the streets. This he will be supported by public opinion. The marine hawkers have long been a pest to the British and foreign residents and a source of trouble to the police. Numerous petty thefts in European houses may be laid to their account, by the encouragement they give to the native servants to pilfer. The hawkers of vessels frequenting the port can testify to the necessity existing for greater control being exercised over the native vendors of goods who manage to get on board before the ships come to anchor. Altogether, there is room for considerable improvement in connection with the licensing and control of the multitude of hawkers in this Colony. The Police have lately been active in putting down the street-vendors, but it is liable to break out with increased severity at any time. It is to be hoped, therefore, that unabated vigour will be exercised by the guardians of the peace in suppressing it.

The report that the *Sinpo* was about to be stopped has been contradicted by both the Shanghai papers. The *Sinpo* of Shanghai is said to be connected with and to exercise a supervision over it.

Mr. Alfred A. Kraus requests as (Shanghai Courier) to acknowledge the receipt from Hongkong of \$1,000 by telegraphic transfer from the bank of the Hongkong & Shanghai Banking Corporation on behalf of the sufferers from famine in the North; and to state that the money will be forwarded as requested to Rev. W. N. Hall, Shanghai, and Rev. J. McCarty, Peking.

There is a report that a well-known Chinese banker, in Shanghai, has been endeavouring to negotiate a loan of five million taels with one of the foreign banks, the object in view being the payment of expenses incident to the management of the bank, and the only person named in connection with the loan is a Mr. Li, who is said to have been in Shanghai for some time, and who is now in Peking, that extensive operations are being contemplated as soon as the first break-up of the year.

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W. H. BELL,
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all premium charged for insurance; such amount being deducted at the time of the issue of policy.

RUSSELL & Co
Agents

1, Hongkong, 1st January, 1874.

FREIGHTS APPLY TO	TO BE DESPATCHED
1945	

ships, and the Straits. On risk to all of
ports the Brokerage will be FIFTEEN PER
CENT. (15 %) only.

SIEMSEN & Co
Agents

at 1028 Hongkong, 1st July, 1874.

STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE ADEN SUEZ MALTA

STUDENT'S FIRST ASSISTANT,
By **Dr. DEYAN**, with many Additions, Co-
llege, and Dr. **WILLIAMS'** Orthography
FACIL: In Paper Wrapper, \$1
Neatly Bound, \$2
Apply at the **Daily Press Office**.

For Singapore, Penang, and Calcutta.—
Hindustan and Aruall, on Saturday, the

tered, and the Stamps should be secured observation.

The Postmaster or Agent may postpone purchasing if his public funds are inadequate, sufficient, and he will refuse to purchase any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent. on all Stamps purchased.

FOR SALE

419
HONGKONG, JANUARY, 1867.

MERINO SOCKS.

W. H. SMITH,
"DAILY PRESS" OFFICE, HONGKONG.

A Discount of 20 % allowed.
HOLLIDAY, WISE & Co.

1. Hongkong, 1st January, 1874.

261 Hongkong, 12th February, 1877.

1028 Hongkong, 1st July, 1874.

H. DE FOURMAY,
Ager
Helsingborg 9th February 1877

Apply at the Daily Press Office.

Circulars, &c., for Canada, per } 2

1 cent. on all Stamps purchased.

THE WONDERS OF THE SOUTHERN SEAS

out the egg, and it was off and away before the parrot—which seemed rather a slow bird—realized the loss he had sustained.

AN AMERICAN INTERVIEWER.

"He was tall, gaunt, bonny man, and his height, I should think, occupied six feet by three or four inches. 'Well!' he said, very abruptly, 'I want to know what you've come to our country for?' 'Without looking on directly in the face, but glancing at me sideways, he said, very deliberately, 'I have come to this country to see the people, the papers. I have read them, and I have come to the conclusion that you are an enemy of our glorious Union.' 'Sir,' said I indignantly, 'this is too bad; it is intolerable!' He waved his hand. 'I rang the bell.' 'He's a private opinion,' he added, 'that you have no right to give. I have no objection to your mentioning my name, but I have no objection to your saying you have left Davis dead in your pocket. My blood was fairly up.' And it was my private opinion, Mr. . . . (What you don't leave the room this moment, you'll be kicked out!—Mr. . . . was a strong man and a big man, and I have said, and I am only of the middle size and not particularly muscular, though there is a very unmistakable spice of the devil in me when I am incensed. I imagined for a moment or two that the sea would

COTTON GOODS.		
Green Shirtings, 18 in.	per piece	\$2.50 & 2.00
Green Yarns, 30 ends		2.75 & .90
Green Varn, 40 ends		3.00 & .90
Green Varn, No. 40, 200 lbs.		33.00 & 10.00
Do, 50 lbs.		10.00 & 3.00
Do, 25 lbs.		7.00 & 2.00
Shirts, 36 in.	per piece	\$1.50 & 1.25
Do, 34 in.		1.50 & 1.25
Do, 32 in.		1.50 & 1.25
Do, 30 in.		1.50 & 1.25
Do, 28 in.		1.50 & 1.25
Do, 26 in.		1.50 & 1.25
Do, 24 in.		1.50 & 1.25
Do, 22 in.		1.50 & 1.25
Do, 20 in.		1.50 & 1.25
Do, 18 in.		1.50 & 1.25
Do, 16 in.		1.50 & 1.25
Do, 14 in.		1.50 & 1.25
Do, 12 in.		1.50 & 1.25
Do, 10 in.		1.50 & 1.25
Do, 8 in.		1.50 & 1.25
Do, 6 in.		1.50 & 1.25
Do, 4 in.		1.50 & 1.25
Do, 2 in.		1.50 & 1.25
Do, 1 in.		1.50 & 1.25
Do, 1/2 in.		1.50 & 1.25
Do, 1/4 in.		1.50 & 1.25
Do, 1/8 in.		1.50 & 1.25
Do, 1/16 in.		1.50 & 1.25
Do, 1/32 in.		1.50 & 1.25
Do, 1/64 in.		1.50 & 1.25
Do, 1/128 in.		1.50 & 1.25
Do, 1/256 in.		1.50 & 1.25
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Do, 1/4096 in.		1.50 & 1.25
Do, 1/8192 in.		1.50 & 1.25
Do, 1/16384 in.		1.50 & 1.25
Do, 1/32768 in.		1.50 & 1.25
Do, 1/65536 in.		1.50 & 1.25
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Do, 1/524288 in.		1.50 & 1.25
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Do, 1/2097152 in.		1.50 & 1.25
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Do, 1/144115188075855872 in.		1.50 & 1.25
Do, 1/288230376151711744 in.		1.50 & 1.25
Do,		

9thos	per ton	3,322	2.80
10thos	per ton	2,875	2.10
11thos	per ton	2,575	2.10
12thos	per ton	2,100	1.60
13thos	per ton	1,725	1.50
14thos	per ton	13,000	1.50
15thos	per ton	10,000	1.50
16thos	per ton	10,000	1.50
17thos	per ton	10,000	1.50
18thos	per ton	11,000	2.00
19thos	per ton	1,000	1.30
20thos	per ton	1,000	1.30
21thos	per ton	1,000	1.30
22thos	per ton	1,000	1.30
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41thos	per ton	1,000	1.30
42thos	per ton	1,000	1.30
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94thos	per ton	1,000	1.30
95thos	per ton	1,000	1.30
96thos	per ton	1,000	1.30
97thos	per ton	1,000	1

[illegible]

ght. The tussock grass became native

that I had rung the bell, and thought that
the visitor might come.

17	MH	1.75	1.90	B
18	KL	6.55	6.70	B

de Mar, Japan, White	77	\$1000 x \$5.00	Yokohama
Swat, Japan, White	78	\$1000 x 19.50	Yokohama
W. J. Yellow	80	\$700 x \$5.00	Yokohama
Hankow, White	82	\$500 x \$5.50	Yokohama

SHIPPING IN THE O.			
Line.	Company.	Destination.	
HONGKONG.			
STEAMERS.			
721	Jardine, Matheson & Co.	S'pore, &c.	An
720	P. & O. S. N. Co.	Kokohama	Oh
722	Swanenson & Co.	Shanghai	Kw
729	P. M. S. S. Co.	Shanghai	Pei
737	Tues. S'at Hong	Y'ham, &c.	Sh
876	Jardine, Matheson & Co.	Bangkok	
877	H. K. & W. H. Co.	S'pore, &c.	
901	D. S. S. S. Co.	Yokohama	
900	Butterfield & Swire	S'pore, &c.	
902	H. G. & M. Steamboat Co.		
926	P. & O. S. N. Co.	Bombay, &c.	
462	H. K. & W. H. Co.		
463	D. L. Spruit & Co.	Swatow	
464	Kwok Ach'cong	Shanghai	
465	C. M. S. N. Co.		
466	McAlister & Co.		
484	Kwok Ach'cong		
485	P. & O. S. N. Co.		
486	H. K. & M. Steamboat Co.		
487	D. L. Spruit & Co.	East Coast.	
488	Kwok Ach'cong		
489	Kwok Ach'cong		
<i>Green Hongkong and Canton</i>			
<i>Steamers Macao and Hongkong.</i>			
VESSELS.			
42	Rosario & Co		
43	Wiel & Co	Tientsin	
44	Swanenson & Co		
45	Order		
46	Wiel & Co		
47	Meyer & Co	London	
48	B. Sobellhaas & Co	Hamburg	
49	Wm. Hendon & Co		
50	Gibb, Livingston & Co		
51	Insurance Co		
52	Wiel & Co	Saigon	
53	Cox, Hagedorn & Co	San Francisco	
54	Kozumi & Co	Yokohama	

Consignees.	Destination..
ANTON.	
H. C. & M. Steamboat Co.	Laid up
between Cheung-chow and	
A O A O.	
on 13th February, 1877.	
Ed. Schellhaus & Co H. C. & M. Steamboat Co	Batavia
between Canton and Massao.	
WATOW.	
on 5th February, 1877.	
Dircks & Co Ed. Vincent & Co Dircks & Co Ed. Vincent & Co Dircks & Co Dircks & Co	Changhai
AMOI.	
on 7th February, 1877.	

ured by the semi-savage tribes, and
and large prices. They were about the

...ay at Lyons and keep his chair of law and
...ceed to Quintet's chair at a salary of £600.

Dec. 28	Densen	Ger. bk
Jan. 30	Stoll	Ger. bk

[illegible]

Boyd & Co	
Chewer	
Bord & Co	
Tait & Co	
Boyd & Co	
Boyd & Co	
BOOTH W.	
on 6th February, 1877.	
Order	
SINGAPORE.	
26th January, 1877.	
various steamers, they coasting hulks employed are not included in this	
Morris & Co	
Nils Møller	
O. M. S. N. Co	
Morris & Co	
Wm. Pustan & Co	
Russell & Co	
Vogel, Hagedorn & Co	
Nils Møller	
Wm. Pustan & Co	
Adamsen, Bell & Co	
Grynner & Boyfusa	
Morris & Co	
H. Frick & Co	
Order	
Guard & Co	
T. Lows & Co	
F. J. Buchholzer	
OHAMA.	
28th January, 1877.	
Captain	
Kuller & Co	
Waacke Hall & Co	
Captain	
D. Kirby & Co	
Fraser & Co	
Captain	
mano, Brother & Co	
Captain	
NILIA.	
28th January, 1877.	
Order	
Tele. Dabell & Co	Palmouth
Tele. Hubbell & Co	Singapore
Richardson & Co	Liverpool
Order	
Farrington & Co	Liverpool
De & Co	
Hubbard & Co	Cadiz
Hubbard & Co	
Charant & Co	
Tele. Hubbell & Co	New York
Tele. De & Co	
Am. Ship, Hongkong	